

CITY OF BELLEVUE  
CITY COUNCIL

Summary Minutes of Extended Study Session

May 13, 2002  
6:00 p.m.

Council Conference Room  
Bellevue, Washington

PRESENT: Mayor Marshall, Deputy Mayor Degginger, Councilmembers Creighton, Davidson, Lee, and Mosher

ABSENT: Councilmember Noble

1. Executive Session

Deputy Mayor Degginger opened the meeting at 6:04 p.m. and announced recess to executive session for approximately 30 minutes to discuss one item of property acquisition and one item of pending litigation.

The study session resumed at 6:31 p.m. with Mayor Marshall presiding.

2. Oral Communications

- (a) Betsy Swenson, Mockingbird Hill Community Club, discussed public safety concerns related to redevelopment in the Factoria area including traffic, earthquakes, and the Olympic Pipeline running through Bellevue. Residents would like an EIS (environmental impact statement) to be prepared for the recent Factoria rezone proposal.
- (b) Tom Conover, West Lake Hills Citizen Advisory Committee member, thanked Council for establishing the committee. As a member of the Circulation Subcommittee, Mr. Conover discussed concerns with traffic and pedestrian safety along 145<sup>th</sup> Avenue, particularly since five schools are located throughout this area. Residents identified this issue as a top priority and would like enhancements to improve pedestrian safety.
- (c) Irv Weisser identified himself as Co-Chair of the Factoria Area Transportation Study Advisory Committee in 1995-1996 and an avid cyclist. He expressed concern about the 124<sup>th</sup> Avenue SE improvement project between SE 38<sup>th</sup> Street and SE 41<sup>st</sup> Place. The original intent for the road was to prohibit parking and to restripe the road to provide a bike lane. Mr. Weisser said medians and left-turn pockets have been added instead, which does not provide a safe, shared environment for cars and bikes. He said safety guidelines recommend 14-foot wide lanes, plus the gutter, for shared car/bike roadways.

The section of 124<sup>th</sup> Avenue SE between SE 38<sup>th</sup> Street and SE 41<sup>st</sup> Place provides 11 ½-foot wide lanes and 1 ½-foot wide gutters. Mr. Weisser suggested the City do one of the following: 1) remove the median, 2) widen the street, or 3) eliminate the street's designation as a bike route.

- (d) Renay Bennett read a letter she delivered to Council the previous Friday. She asked Council to add to its agenda in the near future a discussion of the potential widening of Bellevue Way and 112<sup>th</sup> Avenue. She reminded Council of the many residents opposed to widening the streets and encouraged them to stop spending money on related studies.
- (e) John Albertson spoke in opposition to potential road widening projects along Bellevue Way and 112<sup>th</sup> Avenue SE. He feels Council is not listening to residents on this issue.
- (f) Steve Kasner thanked Council for the opportunity to serve on the West Lake Hills Citizen Advisory Committee. He described it as the most passionate and dynamic group he has worked with in his 10 years of community involvement. Although committee members did not agree on all issues, Mr. Kasner urged Council to accept the committee's recommendations and move forward with making a difference in the neighborhood. He thanked Council and staff for their support. Mr. Kasner hopes to see the program expand to other neighborhoods. He feels all citizens are obligated to participate in activities that will continue to make Bellevue a better city.

### 3. Study Session

- (a) Council New Initiatives

No new initiatives were discussed.

- (b) Response to Citizen Comments at May 6 Oral Communications

City Manager Steve Sarkozy noted the City's response in the meeting packet to public testimony heard at the May 6 Council meeting regarding the Downtown Implementation Plan Citizen Advisory Committee. A full report from the CAC will be presented to Council in October and November. Council will receive its first full update on the DIP process at the May 20 Study Session.

Councilmember Lee said he read in the newspaper that the City is not seriously considering widening Bellevue Way, yet the option is being discussed by the CAC. He expressed concern about the mixed message to citizens. Mr. Sarkozy said one purpose of the DIP process is to evaluate a wide range of transportation alternatives. He said it is not good policy to reject any ideas without first having all of the information. Council will ultimately be provided with detailed information on costs and impacts to assist with its decision. Mr. Lee noted Council's previous decision to abandon a proposal to widen 148<sup>th</sup> Avenue based on citizen opposition.

Mr. Mosher said Council had been provided with more information regarding the 148<sup>th</sup> Avenue proposal before making its decision. He is reluctant to interfere with the CAC's creative process at this point.

(c) West Lake Hills Citizen Advisory Committee Neighborhood Investment Recommendations

Mr. Sarkozy recalled that the West Lake Hills neighborhood investment project was initiated by Council in June 2001 to review neighborhood needs and identify strategies for protecting its assets.

Mayor Marshall said she has received numerous emails praising Cheryl Kuhn and Steve Cohn for their work with the West Lake Hills CAC. She thanked CAC chairs Iris Tocher and Doug Mathews for their leadership and all committee members for their hard work.

Cheryl Kuhn, Community Affairs Coordinator, reviewed the goals of the West Lake Hills project:

1. Preserve and enhance neighborhood identity and character.
2. Address issues related to aging infrastructure and traffic/growth impacts.
3. Strengthen relationship with residents and develop neighborhood leadership.
4. Systematically apply City resources to make a dramatic impact in neighborhoods.

Ms. Kuhn said the CAC worked with a consultant, a team of approximately 20 staff members from multiple City departments, City Council, and the community. From November 2001 to January 2002, the CAC spent time in small groups developing alternatives and talking with residents, businesses, and organizations.

Mr. Cohn said a survey of residents identified parks and a small town feeling as the top assets of the West Lake Hills area. The highest priority needs are traffic solutions and private property/right-of-way maintenance. Survey respondents asked the City to improve the area for walkers and cyclists, expand the trail system, mitigate traffic impacts, help residents maintain homes, and address landlord responsibilities for rental properties. Meeting participants identified parks, safer streets, an overall improved appearance in the area, and the resolution of shopping center redevelopment issues as top priorities. The following items were rated as the top 10 issues at an April 2 open house for residents:

1. Bring stakeholders together to develop a vision for shopping centers.
2. Work to bring in community-serving retail uses.
3. Create community center for all generations.
4. Acquire properties to enhance parks and trail system.
5. Strengthen pedestrian/bike connections to schools, shopping centers, and parks.
6. Improve appearance of arterial streets.
7. Improve entire 156<sup>th</sup> Avenue corridor.
8. Revisit Kamber Road intersections.
9. Complete Richards Road Trail.

10. Improve appearance of major commercial areas.

Ms. Kuhn noted the high level of consensus within the community about neighborhood priorities.

Ms. Tocher said it was a pleasure to serve as Chair of the CAC. She introduced committee members and thanked Tom Duenwald for ensuring that meeting facilities at Sammamish High School were available. Ms. Tocher thanked residents for their active participation. She said City staff not only worked hard to support the effort but were pleasant and good-natured throughout the process.

Ms. Tocher said the CAC developed 109 recommendations for improving the quality of life in West Lake Hills. Of these, 45 are policy recommendations and 64 recommend specific actions. Mr. Mathews and Ms. Tocher reviewed the CAC's top priorities:

1. Revitalize neighborhood shopping centers. Improve appearance, functionality, and community integration.
2. Improve the safety and appearance of arterial streets.
3. Develop ways to maintain and improve the value, appearance, and quality of neighborhoods.
4. Preserve and protect parks and open spaces. Acquire properties whenever possible to enhance local parks, trails, and open spaces.
5. Develop a stronger sense of community within West Lake Hills. Build more neighborhood associations and encourage neighborhood activities. Recognize and integrate the diversity of residents including senior citizens, families, longtime residents, and new immigrants. Work to establish a liaison function between the neighborhood and Bellevue Community College.

Mr. Mathews noted that although the work of the CAC is coming to an end, the work of individual citizens and community stakeholders is just beginning. He encouraged residents to join in this effort.

Mayor Marshall thanked the CAC for their work and dedication.

Councilmember Lee is pleased with how well the community and City staff have worked together. Considering there are 109 recommendations, Mr. Lee suggested the development of a master plan covering both short-term and long-term goals.

Responding to Mr. Lee, Mr. Mathews acknowledged that residents are in favor of walls as sound barriers. However they present barriers for pedestrians and bicyclists. Mr. Mathews said residents are interested in breaks in the walls to address this concern.

Mr. Mosher expressed appreciation for the time committed to this effort by both staff and residents. He encouraged further involvement of residents in the creation of new neighborhood associations.

Dr. Davidson, who attended several of the West Lake Hills neighborhood meetings, thanked citizens for their participation.

Deputy Mayor Degginger expressed support for the redevelopment of neighborhood shopping centers.

- Deputy Mayor Degginger moved to direct staff to prepare an implementation proposal based on the West Lake Hills CAC's recommendations for Council consideration. Mr. Mosher seconded the motion.
- The motion to direct staff to prepare an implementation proposal, based on the West Lake Hills CAC's recommendations, for Council consideration carried by a vote of 6-0.

(d) Access Downtown Project Update

Transportation Director Goran Sparrman introduced the following staff involved in the Access Downtown project: David Dye, Washington State Department of Transportation Urban Corridors Office; Denise Cieri, Project Manager, WSDOT; and Agnes Govern, Sound Transit Regional Express Program.

Mr. Sparrman said construction is underway for Access Downtown projects at 112<sup>th</sup> Avenue and NE 2<sup>nd</sup> Street, NE 8<sup>th</sup> Street and 116<sup>th</sup> Avenue NE, I-405 and SE 8<sup>th</sup> Street, and I-405 and NE 8<sup>th</sup> Street. The projects are proceeding on schedule and within their budgets. An independent review by a consultant confirmed that the overall budget is appropriate and adequate to complete the projects.

Ms. Govern said a previously identified budget shortfall of \$27 million was resolved between the project partners, in part due to the City's ability to secure additional grant funds. The budget changes were primarily in response to safety and operational requirements of WSDOT and the Federal Highway Administration, and to a lesser extent, traffic management measures and environmental regulations. Ms. Govern said construction has been initiated for two of the freeway elements/phases, both of which were awarded below the engineer's estimate. Project oversight is provided through a consultant and monthly meetings of the project's executive committee.

Ms. Govern noted that a risk sharing agreement has been created to formalize cost and risk sharing arrangements between the three funding partners (City of Bellevue, Sound Transit, WSDOT). In addition to contingency funding representing approximately 10 percent of construction costs, both the City of Bellevue and Sound Transit hold project reserve funds. Should the total cost of the Access Downtown project exceed the \$170 million available, the next level of funding would be based on the percentage that each agency has contributed (Sound Transit, 66 percent; City of Bellevue, 17 percent; WSDOT, 17 percent).

Mr. Dye said WSDOT is the construction project manager for the I-405 portion of the Access Downtown project. He displayed the construction schedule and noted the importance of keeping traffic flowing throughout construction.

Ms. Cieri reviewed the construction schedule. She noted that the northbound off-ramp at SE 8<sup>th</sup> Street and I-405 is scheduled to open by the end of the first quarter of 2003. For the NE 8<sup>th</sup>

Street interchange improvements, a temporary structure is scheduled to be rolled into its final location during the fourth quarter of 2003. Ms. Cieri said improvements at NE 8<sup>th</sup> Street and 112<sup>th</sup> Avenue will be completed in early 2003, followed by construction of the NE 4<sup>th</sup> Street structure and ramps. Southbound ramps will open to traffic by the fourth quarter of 2004. Construction of the NE 6<sup>th</sup> Street structure will begin in mid-2003, followed by work on the HOV ramps in late 2004 and into 2005.

Ms. Cieri said construction at NE 8<sup>th</sup> Street under Contract #1 will begin this summer. This will require the closure of HOV lanes for approximately nine days. Incentives are in place to encourage the contractor to complete the work as quickly as possible. This portion of the project will be completed in late 2003 or early 2004. Contract #2 for NE 4<sup>th</sup>/6<sup>th</sup> Streets will be advertised for bids this fall. A bid will be awarded in early 2003 and construction will be completed in the fall of 2005.

Ms. Cieri said some nighttime road closures will be necessary during construction. She said construction of the NE 6<sup>th</sup> Street structure will take about eight months, from the summer of 2003 to early 2004. Construction of new HOV ramps will last about nine months, from the summer of 2004 to the fall of 2005. Nighttime closures of I-405 will be necessary for approximately four nights to complete the NE 6<sup>th</sup> Street work.

Ms. Cieri noted that southbound I-405 is paved in asphalt and northbound I-405 is paved with concrete. Paving work for the asphalt portion will require approximately one month during early 2004. Traffic impacts include one weekend closure of the right lane as well as single lane closures during some nights. Paving of the northbound lanes will be more complex. The project team is working to develop the best approach to minimize traffic impacts. This project represents about a month of work during the summer of 2003.

Ms. Cieri said regional coordination of traffic management strategies is critical for a project of this scope. All projects will be coordinated from one construction office to minimize road closures and traffic impacts. WSDOT and the City of Bellevue are working to develop emergency response plans. Ms. Cieri said several communication tools have been established to keep the public informed of project impacts including a web site maintained by the City (AccessDowntown.com), weekly and project milestone press releases, media tours, roadside and construction signage, highway advisory radio (HAR) messages, and an insert in the Eastside Journal. In addition, the City provides information through "It's Your City" newspaper, a project booklet, mailed flyers, and electronic project updates. City staff will keep the Chamber of Commerce and Bellevue Downtown Association informed of project progress and impacts as well.

Mr. Sparrman reviewed the next steps for the project:

- Continue managing budget and schedule.
- Continue implementation of communication and traffic management strategies.
- Approve a cost sharing agreement.
- Approve an interlocal agreement to fund construction of interchange improvements at I-405 and NE 4<sup>th</sup>/NE 6<sup>th</sup> Streets.

- Assign WSDOT lead agency status for \$2.3 million ISTEA-STP grant.

Responding to Mr. Mosher, Mr. Dye said incentives and disincentives will be included in project contracts to keep the projects on schedule.

Responding to Mr. Lee, Mr. Sparrman said it may be necessary to use off-duty police officers to direct traffic at various times throughout the project. These issues are still being worked out. Mr. Lee encouraged the City to place a higher priority on maintaining traffic flow for citizens rather than the needs of the construction contractors.

Responding to Dr. Davidson's inquiry about future plans for I-405, Mr. Dye said expansion will likely be limited to the addition of one lane in each direction. Mr. Sparrman noted that the ongoing process to update the Downtown Implementation Plan is looking at possible improvements to enhance access to and from I-405.

Noting that Access Downtown is a critical project for the region, Mayor Marshall thanked Sound Transit, WSDOT, the federal government, King County, Puget Sound Regional Council, and Eastside Transportation Partnership for their participation and support.

At 8:29 p.m., Mayor Marshall declared a break. The meeting resumed at 8:38 p.m.

(e) Transportation Department Budget Presentation

Mr. Sarkozy noted that the current budget process was initiated earlier this year to allow more input and discussion by Council. Several related policy issues have been discussed by Council in recent months. Tonight's presentation regarding the Transportation Department budget represents the first discussion of specific operations.

Mr. Sparrman said staff is requesting Council direction regarding general policy issues and budgetary drivers. The Transportation Department's vision statement is: "To provide a safe and efficient transportation system that supports livable neighborhoods and a vital economy in partnership with the community."

Mr. Sparrman reviewed the department's core services. The Transportation Department employs 137 full-time and 9 limited term staff. Limited term employees are used to meet short-term needs and workload peaks. The 2002 operating budget is nearly \$20 million distributed among a dozen service areas. Mr. Sparrman noted that employees of the transportation maintenance functional area are actually housed in the Utilities Department. However, funding for this service is provided in the Transportation budget.

Mr. Sparrman said key priorities of the Transportation Department include CIP (Capital Investment Program) project delivery and regional transportation planning and support.

Responding to Mr. Mosher, Mr. Sparrman said staff has recently completed a draft manual describing the City's overall transportation system including street classifications and

appropriate street treatments. The manual will be discussed with the Transportation Commission and Council in the near future.

Mr. Lee encouraged staff to continue to consider alternatives for a downtown transit circulator, potentially with connections to other neighborhoods.

Continuing, Mr. Sparrman said a variety of factors affect CIP project delivery such as delays related to environmental regulations, real estate negotiations and costs, and staffing levels. Department initiatives to improve project delivery include strategic tools (workforce planning and financial reporting systems), improved project scoping and cost estimates, project delivery teams to strengthen communication and coordination, the use of project delivery roadmaps, and an enhanced public involvement process.

Mr. Sparrman discussed policy drivers including the types of projects funded (i.e., traffic capacity, pedestrian/bicycle, neighborhood projects), mechanisms for implementing projects more quickly, and costs associated with design, inspection, property acquisition, and staffing. He listed the following policy alternatives for Council's consideration:

- Continue contracting for project design, inspection, and construction management services or temporarily increase in-house staffing levels.
- Maintain current levels of inspection or reassess this practice in relation to the risk of construction problems.
- Maintain current Transportation funding and project mix or shift allocation to non-transportation needs.
- Establish a mechanism for funding and accelerating certain transportation projects within the CIP Plan.

Moving to regional planning and support, Mr. Sparrman praised Council's leadership in transportation planning within the region. Issues for Council consideration include Council and staff availability for involvement in regional planning and the appropriate relationship between the Transportation Department and Intergovernmental Relations staff.

Mr. Sparrman said the demand for neighborhood programs continues to increase. Alternatives for responding to this demand include adding new resources to support more projects or reallocating resources between programs.

Mr. Sparrman explained that downtown development is placing increased demands on the use of the public right-of-way for transit/buses, special events, and holiday activities. Policy alternatives include strategies for managing right-of-way demands and meeting transit needs.

Mr. Sparrman said telecommunications right-of-way use is another priority of the Transportation Department. Right-of-way use agreements and use permits have increased significantly since 1999. A new state law allows cities to lease right-of-way to wireless companies, which will likely result in the increased siting of wireless facilities in the right-of-way. Mr. Sparrman said a permit technician was added as a limited term employee with a term expiring in 2003. He asked



Council to consider the alternatives of converting the LTE to FTE status or reducing the quality and timeliness of right-of-way permitting services to telecommunications companies.

Mr. Sparrman described the challenge of maintaining traffic signal operations in the City's congested urban environment. A major upgrade to the traffic signal system was implemented in 2001 to improve signal coordination and gather data on system deficiencies. The City also recently assumed operation of some state traffic signals to increase the efficiency of major arterials and connections to freeways.

Mr. Sparrman recalled Council's interest in developing transit circulators within Bellevue. Staff is working with King County Metro to study the feasibility of a free-fare zone in downtown Bellevue. Bellevue's Transit Plan supports increased service hours from Metro as well. Mr. Sparrman requested Council direction regarding the continuation of this strategy.

Mr. Sparrman described the Transportation Department's leadership in interdepartmental efforts such as neighborhood traffic calming and CIP projects, as well as its participation in the following interdepartmental activities: Neighborhood Enhancement Program, Neighborhood Investment Strategy Program, and the Downtown Implementation Plan update. Upcoming priorities include a Development Services initiative and coordination with the financial/human resources systems upgrade.

Mr. Sarkozy requested Council direction regarding each policy area and noted the challenge of limited revenues for the upcoming budget.

Deputy Mayor Degginger encouraged the reallocation of staff, between departments if appropriate, to maximize current resources before hiring more staff. He questioned whether investments in technology can increase productivity and relieve the need for increased staff. He is interested in the development of performance measures that would help the City identify opportunities for reducing "soft" costs as a percentage of projects delivered. He supports a continued emphasis on neighborhood programs to balance the City's investments in major transportation projects.

Mr. Mosher is interested in measures to accelerate the implementation of projects. He would like to see more flexibility in scheduling projects into the CIP Plan. In general, he prefers the use of in-house staff over highly paid consultants. In terms of emphasizing transportation versus non-transportation services and programs, Mr. Mosher feels the City should continue to place a high priority on transportation needs.

Responding to Mr. Lee, Mr. Sparrman said staff was tasked three years ago with creating a structure for CIP project delivery at approved funding levels. He said staff has accomplished this goal and will deliver funded projects scheduled for the current calendar year.

Referring to the policy alternatives, Mr. Creighton said transportation appears to be a top priority for residents. However, Transportation Department funding should be based on what staff can realistically deliver within specified timeframes. He would like Council to maintain the flexibility to reprioritize projects as needed.

Mr. Creighton said the City's continued involvement in regional transportation planning is critical, particularly for the long-term benefits to the community. He feels the Transportation budget must continue to respond to neighborhood enhancement needs. He expects long-term financial implications as a result of the Downtown Implementation Plan update process. In reference to the telecommunications right-of-way permitting process, Mr. Creighton would prefer to reallocate resources/personnel within the Transportation Department to support this function. Regarding traffic signal operations, Mr. Creighton questioned whether the priority is to move vehicles through the city or to help residents move around the city.

Dr. Davidson noted that Council is not interested in increasing the number of employees. He encouraged a more holistic approach to CIP planning and prioritization. He is not opposed to contracting with outside firms for design and other services but encouraged efficient management of these resources.

Mayor Marshall would like the City to maintain a database of all contractors to track performance and items such as the number of change orders. She deferred comments on the use of inspectors pending receipt of the City's report on inspection services. She said the City should invest into department CIP plans only the level of projects that can reasonably be completed within the CIP Plan's timeframe. If a department needs to catch up on CIP project delivery, she suggested that funds be temporarily reallocated to the needs of other departments, such as the current need for a public safety facility.

Mrs. Marshall expressed appreciation for staff's support of the City's involvement in regional transportation planning. She observed there may be a need to reallocate staff's participation as regional projects move from advocacy to implementation. Mrs. Marshall's top priority for Sound Transit Phase 2 funding is high-capacity transit for Bellevue. She supports continued investment in neighborhood projects but feels there is no need to provide immediate funding if projects cannot be completed within the budget/CIP timeframe. She suggested a review of the Neighborhood Enhancement Program to evaluate an appropriate balance of transportation versus non-transportation projects.

Mrs. Marshall supports the development of a more streamlined process for telecommunications right-of-way permitting. She commended staff for persuading King County to add more Bellevue transit services in its six-year plan and encouraged continued monitoring of this issue to secure approval of the King County Council.

Referring to his prior comment about a holistic approach to the CIP, Dr. Davidson encouraged an emphasis on streamlining and improving the efficiency of similar programs such as the Neighborhood Enhancement Program, Neighborhood Investment Strategy Program, and the general transportation program. He suggested a review of overall goals and the best way to accomplish these goals.

Mr. Mosher reiterated the importance of the City's continued involvement in regional transportation planning. He encouraged staff to benefit from the current favorable bidding climate. Mr. Sparrman agreed but noted that staff is beginning to see a slight increase in bid costs.

Noting the prioritization of traffic capacity projects and completion of the City's bicycle plan in recent years, Mrs. Marshall suggested a modest shift toward focusing on sidewalks and other pedestrian amenities.

Mr. Lee encouraged investments toward creative and innovative solutions for the future such as high-capacity transit and personal rapid transit systems. Mr. Sparrman said staff is currently working to develop a strategic plan identifying opportunities for new technologies and solutions. Mr. Lee commented that perhaps money to be spent on road projects in the short term conflicts with the potential implementation of future technologies that are not based on increased road capacity. He feels the City should do more to prepare for new technologies.

- ➡ At 9:55 p.m., Mr. Degginger moved to extend the meeting to 11:00 p.m., and Mr. Mosher seconded the motion.
- ➡ The motion to extend the meeting carried by a vote of 6-0.

Mayor Marshall thanked Mr. Sparrman for his presentation.

(f) Metropolitan Parks District Task Force

Parks and Community Services Director Patrick Foran said the Metropolitan Parks Task Force, created by King County Executive Ron Sims, is requesting input from cities regarding proposed options the task force is considering to address ongoing operations within the context of the county's budgetary shortfall. Mayor Marshall has been invited to participate in a panel discussion of the issues on May 15. He requested Council direction regarding staff's proposed messages on page 3-11 of the meeting packet.

Councilmember Lee does not support the statement that the City is interested in being a partner with the county to develop solutions to park funding. He questioned the fifth statement that the City should continue to work in cooperation with other cities within the county to provide a coordinated review of the County parks situation.

Mr. Creighton agreed with Mr. Lee's concern regarding the City's role as a "partner" with the County and the reference in the fifth statement about a "partnership." Mr. Creighton suggested that the third statement be revised to indicate "strong" concern, or perhaps opposition, regarding revenue solutions that would create or impose a new level of government or taxing districts.

Mr. Mosher feels parks located within and adjacent to city boundaries should be absorbed by those cities. He is opposed to charging park entrance fees because he believes parks should be available to all citizens. However, he would consider options to charge fees for specific user groups.

Deputy Mayor Degginger agreed with Mr. Lee's comment on the use of the word "partner" and Council agreed to remove that sentence from the first bullet item. Mr. Degginger opposes any revenue solutions that would create a new level of government or taxing districts.

Mayor Marshall said one option under consideration for Cougar Mountain Park is to sell part of the park and use the proceeds to establish an endowment fund for the ongoing operation of the park. Another option involves harvesting and selling trees from the park to generate revenue. Mrs. Marshall is concerned that the park could be sold in its entirety.

Mr. Creighton feels Cougar Mountain and Marymoor Parks are appropriate as regional parks. He would support Bellevue's acquisition of Eastgate Park, however.

Responding to Mr. Degginger, Mr. Sarkozy noted that some of the lower areas of Cougar Mountain Park are within the urban growth boundary, which provides potential opportunities for City control.

Dr. Davidson noted that taxpayers have already paid for the county parks. Therefore, no transfer of funds should be required to accompany the transfer of these parks to cities. He is frustrated with the county's poor management of its parks and overall budget.

- ➡ Dr. Davidson moved to authorize the Mayor to provide input to the Metropolitan Parks Task Force on May 15, and Mr. Mosher seconded the motion.
- ➡ The motion to authorize the Mayor to provide input to the Metropolitan Parks Task Force on May 15 carried by a vote of 6-0.

Mr. Mosher is concerned about options to close parks, creating potential liabilities in terms of public safety.

- (g) Ordinance No. 5369 regarding Construction Code Advisory Committee (CCAC) revised charge and membership, amending Chapters 3.52.010, 3.52.020, 3.52.030, 3.52.040 of the Bellevue City Code.

Mr. Sarkozy requested Council approval to extend the Construction Code Advisory Committee with a revised charge and membership.

Mike Brennan, Building Official, said the CCAC was created in February 2000 with Deputy Mayor Degginger serving as Chair. The committee has become an important liaison between the City and the development community, resulting in a number of recommendations to improve service delivery. Proposed minor amendments to the committee's charge relate to an enhanced focus on development review services. Staff recommends amending the committee's membership to include an architect engaged in the design of large commercial or multifamily projects, a commercial or apartment building owner, and a property developer engaged in large commercial or multifamily building construction.

- ➡ Mr. Lee moved to adopt Ordinance No. 5369, as amended by the version of the ordinance in Council's desk packet. Mr. Degginger seconded the motion.

Dr. Davidson noted a typographical error referring to "fall of 2002" in the revised ordinance. Staff will correct the error to reference 2001.

- ☛ The motion to adopt Ordinance No. 5369 (amended version in Council desk packet) carried by a vote of 6-0.

Mayor Marshall thanked Deputy Mayor Degginger for his ongoing commitment to this project.

Mayor Marshall declared the meeting adjourned at 10:24 p.m.

Myrna L. Basich  
City Clerk

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